

# TRADE NOTES OF HORSE AND CARRIAGE WORLD.



New Style Park Trap.  
(Designed by Mr. Sullivan for George D. Russell.)

Judging from the general tenor of what is reported among the local horse dealers and carriage makers, there is a very fair amount of business doing, and this in face of the fact that we are but a little more than half way through March.

There is now in W. D. Grand's carriage department, at the American Horse Exchange, Broadway and Fifth street, a new style park trap, of which the accompanying cut shows an excellent view. It was designed by Mr. Sullivan for Mr. George D. Russell, of the breeding firm of Russell & Reese. It was built for a pair of large horses, like the pair shown in the photograph, which are now the property of Mr. George Gould, he having purchased them from Mr. C. B. Kier, a prominent dealer of the Exchange, on Fifth street. The trap is fitted with nail axles, has a coach gear in front, black body, and gear painted a coaching red; it is trimmed in white Bedford cord.

The Fiss, Doerr & Carroll Company, of East Twenty-fourth street, report a brisk business in all grades, and prices moving steadily upward. Some indication of the advance in prices may be gleaned from the fact that the horses sold by the company for J. H. Applegate, the Brooklyn contractor, on Wednesday last, realized an average of \$250 per head. Six months ago the same animals were bought from Fiss, Doerr & Carroll for \$175 per head. Several well-known consignors, including the following, have sent shipments for to-morrow's sale: John Lemon, Miller & Co., and D. Snyder, Benton O., about fifty-six head of heavy draught horses; Leroy Marsh, Galesburg, Ill., a load of draughts and business horses; Mr. Gallagher's lot of high-class Kentucky coach horses arrived yesterday, while Mr. Moxham's lot of heavy draughts and Mr. Chase's consignments of stallions and driving horses are due this morning. In all about 400 head will be offered.

U. C. Schildwaechter, Park avenue and One Hundred and Twenty-eighth street, is doing his share of business. His making orders are well ahead of last year, and in repairs his shop is being worked to its full capacity.

The Blaurock Carriage Company is very successful in the handling of the Caffrey pneumatic wagons, for which the company is the sole agent; in fact, more difficulty is found in getting the stock from the factory than in disposing of it. The Caffrey wagon is the favorite with the drivers on the Speedway. Mr. Blaurock has added another high-class animal in Critie L. 2-27, by Norral, to his already large string at his Fort Washington stables.

T. E. Melvin, manager of the English and American Harness and Saddlery Exchange, in the American Horse Exchange Building, Broadway and Fifth street, can supply the present buyer with anything and everything in the harness and saddlery line, as well as stable requisites of every description.

The Greater New York Horse Market, Ninety-ninth street and First avenue, is in line with reports of good business. Mr. McGee, the proprietor, sees that everything in horseflesh which a buyer could desire is kept in stock. About two carloads of horses to suit all purposes are received at these stables weekly.

George D. King & Son, of Hillside Stock Farm, Springfield, Pa., are now at their city headquarters in the Colonial Stables, No. 225 West Fifty-eighth street, with thirty-two head, mostly high-stepping matched pairs, all good colors, and showing speed and quality of a high degree. Several pairs are up to show ring form, notably a pair of bays, 15½ hands, 6 and 7 years old, full brothers, bred by a son of Hamilton's Mambrino King; a pair of bays, 15½, 6 years, by Mr. King's own French coach stallion Troian, and a pair of chestnut mares, 15½, 6 years old, by Gold Dust.

Thomas F. Devine & Co., West End avenue and Sixty-fourth street, are as busy as bees nowadays, receiving and shipping all the time. About three carloads are received weekly, and throughout the country are kept pretty well on the move to keep the home stable supplied. Heavy draught and business chunks have the call at these stables.

One of the largest and most varied stocks of fine carriages, sporting and fancy traps carried by any house in the trade is on exhibition at the Studhalter Bros. Manufacturing Co.'s warehouses, corner Broadway and Prince street. From a road coach to a pony cart, all the newest styles are in evidence. "We have had quite a demand lately for our pneumatic surreys and runabouts," said Mr. Frank, "and buyers here have expressed their satisfaction with their excellent riding qualities."

Van Tassel & Kearney, of East Thirtieth street, report the condition of the horse and carriage market as steadily improving. Their regular semi-weekly auction sales on Tuesday and Friday last were very successful. In addition to a large number of serviceable horses, several carriages, including broughams, buses, phaetons, surreys and traps of every variety were placed. Several pairs of high stepsters were sold from their coach horse department at good prices, a pair of trotting bred chestnut mares, and 7 years old, 15½ hands, bringing as high as \$800.

Charles F. Bates, West End avenue and Seventieth street, is very busy nowadays showing up and showing the hundred or more head of likely pairs and single horses which are now in his stables. In anticipation of the heavy demand which is bound to be made on his resources in the near future, several pairs of high stepsters were sold in the last week, and with the exception of one, a bay show cob, which was sold to Mr. A. C. Hostwick, for a price said to be well up in four figures, Mr. Bates declined to give either the names of the purchasers or the prices obtained.

H. Meise, No. 141 East Twenty-fourth street, has about one hundred head of horses, suitable for the farm, business or trucking, which he is offering at reasonable figures.

Baney Bros., of No. 37 Bridge street, Newark, N. J., report as good a trade so far this month, especially in business horses, as they have ever had at this season. They also disposed of several coach pairs, among them a pair of bays to J.

# CHINATOWN TO LOSE STREET.

Plan to Widen Pell Street and Thus Wipe Out Many Dives.

The city government intends to demolish a large part of Chinatown. It is a crusade prompted not so much by the necessity of widening streets as it is of razing to the ground a row of the foulest dens in New York.

That is what President James J. Coogan, of Manhattan Borough, said yesterday about his bill to widen Pell street to 100 feet from Mott street to Chatham square. Pell street is at its widest now 50 feet. The extra fifty feet are to be taken from the south side, and that will involve the demolition of 120 of the dives and saloons that are the thoroughfare. This row is famous for its iniquity. It contains perhaps one-fourth of the population of Chinatown, and there are those who say it is the wickedest fourth.

The block of houses that prevents Pell street from stretching west to Mulberry will be cut through. This will connect Pell street with Franklin, and the name of Franklin street will be given to the thoroughfare for its entire length, or until it emerges at Chatham square.

A larger plan is proposed that is not yet definitely adopted, but that the city authorities very much favor. This is to tear down the whole irregularly shaped block bounded by Pell, Mulberry, Doyers street and the Bowery, and convert the space into a little park. This would practically be extending Chatham square and would change the whole appearance of a famous and very vicious section of the borough. President Coogan thinks it would be the signal for the moral regeneration of that section.

Mr. Coogan called a meeting of the local board of the Tenth District yesterday to consider the proposed widening. He also directed that summonses be sent out to Pell street residents to meet him at the City Hall on March 19 at 10 a. m., if they have any objections to the improvement. The city engineers were drawing the plans for the raising of the Pell street tenements yesterday. There will be no industrial opposition to the scheme, and its success is looked upon as beyond question by the city officials.

The entire plan has received the support of Commodore Kibbidge T. Gerry, of the Society for the Prevention of Cruelty to Children, of the Order League and of the University Settlement. During Mayor Strong's administration it was strongly urged, but nothing was done about it. Mr. Coogan had a furniture store in that neighborhood, and he wanted the street cut through for moral reasons and also for the convenience of his chair and table wagons.

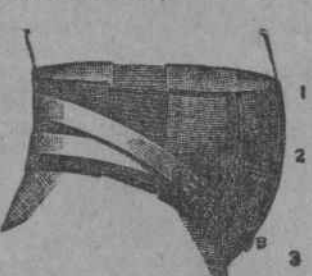
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**Writes Mrs. Phillips.**

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Ask Mrs. Pinkham's Advice—A Woman Best Understands a Woman's Ills.

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